

The Port of New York and New Jersey

Fact Sheet

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(PIDN)

Port Inland Distribution Network

The Port Inland Distribution Network is a new system for distributing containers moving through the Port of New York and New Jersey by barge and rail - in addition to trucks. This hub-and-spoke system is designed to move containers by barge to water-accessible ports, such as Albany, NY; Camden, NJ (rail service also being considered); Bridgeport, CT; Providence, RI; Wilmington, DE; and, Boston, MA. Rail connections could be used to access terminals in New York, New Jersey and Pennsylvania, in addition to the existing rail service between the Port of New York and New Jersey and Worcester, MA.

The inland terminals are located at or near centers of marine customer service and distribution activities (cluster points) in 13 states. Eighty-two percent of the container market within this 13-state area is found within a 50-mile radius of these points.

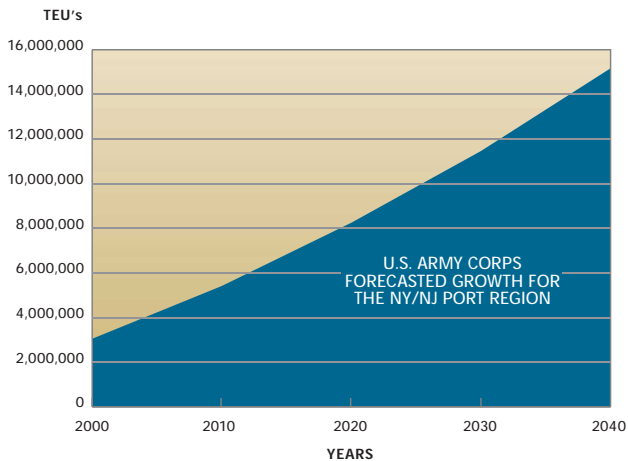
The PIDN program aims to lower inland distribution costs; reduce truck trips (vehicle miles traveled); improve air quality; save energy through reduced truck fuel use;

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PIDN Service Map: Most barge or rail feeder terminals are at or near the center of existing oceanborne cargo customer distribution locations. Trucks would provide the local delivery link.

Benefits of the PIDN Network



Responds to Forecasted Growth –

The Port Authority of NY and NJ anticipates substantial growth in container traffic based on the expansion of world trade and regional consumer demand. The PIDN is an environmentally sustainable way to respond to growth by increasing hub port efficiency and capacity, reducing landside highway congestion, improving logistics reliability and providing drayage and economic development opportunities for feeder ports.

Improves Container Handling –

- ▶ Reduces dwell time.
- ▶ Lowers empty container repositioning costs.

- ▶ Improves container turnaround times.
- ▶ Increases equipment utilization.
- ▶ Enhances response time with an empty container depot and chassis pool.

Creates Sustainable Environmental Benefits–

- ▶ Reduces traffic congestion on the hub port, highways, and major service routes.
- ▶ Lowers total truck vehicle miles traveled and fuel consumption.
- ▶ Improves air quality.

Expands Logistics and Warehousing Opportunities–

- ▶ Expands use of water and rail network to meet customer needs.
- ▶ Reduces inland distribution costs by means of economies of scale and enhanced logistics control.
- ▶ Creates value-added warehousing and distribution opportunities at feeder ports – especially for “heavy” containerized freight.

Builds New Carrier Partnerships–

- ▶ Expands use of barge and rail in port distribution.
- ▶ Helps truckers better use limited manpower to meet growing drayage needs.
- ▶ Creates more efficient use of trucks and lower turnaround times at new feeder ports, and focused drayage opportunities.

increase port throughput capacity and spur economic development at feeder ports and hinterlands by providing new port platforms for value-added warehousing and distribution opportunities.

The PIDN requires a public/private partnership to ensure full development. Essential partners include The Port Authority of New York and New Jersey, prospective feeder port operators and state and local government agencies that support PIDN development. Other stakeholders include ocean carriers and shippers who would use the system, the barge operators and local truckers, who will provide service support, and regional consumers and residents. Federal programs, such as the Congestion Mitigation Air Quality Improvement Program (CMAQ) and the Transportation Infrastructure Finance and

Innovation Act (TIFIA) are potential federal sources for capital and operating funding.

PIDN service, Albany ExpressBargeSM, began between the Port of New York and New Jersey and the Port of Albany, NY, in April 2003.

Other ports where start-up operations are possible in 2004 include: Bridgeport, CT and Providence, RI. The study of service options to Camden, NJ, by the New Jersey Department of Transportation and the Delaware Valley Regional Planning Commission could lead to service initiation in early 2005.

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